

**2001 DRAFTING REQUEST**

**Bill**

Received: **01/05/2001**

Received By: **fasttn**

Wanted: **Soon**

Identical to LRB:

For: **Administration-Budget (608) 266-1039**

By/Representing: **Etzler**

This file may be shown to any legislator: **NO**

Drafter: **agary**

May Contact:

Alt. Drafters:

Subject: **Transportation - highways**

Extra Copies: **TNF, PJH - 1**

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**Pre Topic:**

DOA:.....Etzler -

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**Topic:**

Marquette interchange appropriation

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**Instructions:**

See Attached

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**Drafting History:**

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
/1	agary 01/05/2001	gilfokm 01/05/2001	jfrantze 01/06/2001	_____	lrb_docadmin 01/07/2001		State
/2	agary 01/09/2001	gilfokm 01/09/2001	martykr 01/10/2001	_____	lrb_docadmin 01/10/2001		S&L
/3	fasttn 02/01/2001	gilfokm 02/01/2001	pgreensl 02/01/2001	_____	lrb_docadmin 02/01/2001		S&L
/4	agary 02/07/2001	jdye 02/07/2001	rschluet 02/07/2001	_____	gretskl 02/07/2001		S&L

FE Sent For:

<END>

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/2	agary 01/09/2001	gilfokm 01/09/2001	martykr 01/10/2001	_____	lrb_docadmin 01/10/2001		S&L
/3	fasttn 02/01/2001	gilfokm 02/01/2001	pgreensl 02/01/2001	_____	lrb_docadmin 02/01/2001		S&L

FE Sent For:

*Handwritten notes:*  
 /4 2/7 jld  
 2-7-1

<END>

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/1	agary 01/05/2001	gilfokm 01/05/2001	jfrantze 01/06/2001	<u>2/1</u>	lrb_docadmin 01/07/2001		State
/2	agary 01/09/2001	gilfokm 01/09/2001	martykr 01/10/2001	<u>PS/KF</u>	lrb_docadmin 01/10/2001		S&L

FE Sent For:

*13-2/ King  
11-01* *2/ PG*

<END>

### 2001 DRAFTING REQUEST

#### Bill

Received: 01/05/2001

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Wanted: Soon

Identical to LRB:

For: Administration-Budget (608) 266-1039

By/Representing: Etzler

This file may be shown to any legislator: NO

Drafter: agary

May Contact:

Alt. Drafters:

Subject: Transportation - highways

Extra Copies: TNF, PJH - 1

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DOA:.....Etzler -

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/1	agary 01/05/2001	gilfokm 01/05/2001	jfrantze 01/06/2001	_____	lrb_docadmin 01/07/2001		State

FE Sent For:

*12-1/9-01 King*

*Rm 10*

*RS 1 King 10*

<END>

**2001 DRAFTING REQUEST**

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Wanted: **Soon**

Identical to LRB:

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By/Representing: **Etzler**

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May Contact:

Alt. Drafters:

Subject: **Transportation - highways**

Extra Copies: **TNF, PJH - 1**

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**Pre Topic:**

DOA:.....Etzler -

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Marquette interchange appropriation

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1?	agary	<i>1/5-01</i>	<i>26/1/6</i>	<i>Self</i> <i>1/6</i>			

FE Sent For:

<END>

STATE OF WISCONSIN  
DEPARTMENT OF ADMINISTRATION  
101 East Wilson Street, Madison, Wisconsin

TOMMY G. THOMPSON  
GOVERNOR

GEORGE LIGHTBOURN  
SECRETARY



Division of Executive Budget and Finance  
Post Office Box 7864  
Madison, WI 53707-7864  
Voice (608) 266-1736  
Fax (608) 267-0372  
TTY (608) 267-9629

**Date:** January 3, 2001  
**To:** Steve Miller, LRB  
**From:** John M. Etzler, DOA *JME*  
266-1039  
**Subject:** Department of Transportation Statutory Language

I am forwarding statutory language changes that we would like to have drafted for inclusion in the Department of Transportation's budget.

1. Increase the registration fee for motor vehicles from \$45 to \$55. Effective January 1, 2002.
2. Provide that the Department of Transportation may not use transportation revenue bonds to fund more than 53 percent of the Major Highways Program. Make this change effective July 1, 2002 (fiscal year 2003).

~~Create an appropriation to fund the reconstruction of the Marquette Interchange in Milwaukee.~~

4. Require the Department of Transportation to change the name of the Transportation Economic Assistance (TEA) program to the "Tommy G. Thompson Transportation Economic Assistance" program.

Thanks.



# WisDOT Roads and Highways

## Marquette Interchange Study

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### Marquette Study Home

### Study Need

### Study Purpose

### Community Involvement

### Technology and Terms

### Schedule

### History

### Photos

### FAQs

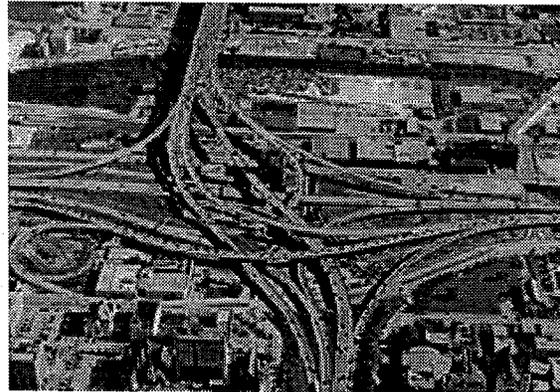
### Links

### Contact Info

### What's New

## Introduction

The Marquette Interchange is the cornerstone of the southeast Wisconsin freeway system. Most of the freeways in the area intersect at the Marquette Interchange. It is one of the more heavily traveled interchanges in Wisconsin with almost 300,000 cars and trucks using it every day.



The interchange has deteriorated from high traffic volume, its unique design, melting snow, salt, studded snow tires and age.

Because of its key role in the freeway system and its deterioration, the condition of the Marquette Interchange must be addressed soon.

WisDOT is undertaking a 24-month study to determine how the interchange should be rebuilt to accommodate the safe, efficient flow of traffic and the economic well-being of Wisconsin.

A rigorous community outreach program is underway. You will have many opportunities to make comments.

The location of the interchange and the area to be studied includes:

- 35<sup>th</sup> Street on the west
- Lake Interchange (I-794) on the east
- North Avenue on the north
- Burnham Canal (near the south end of the High Rise bridge) on the south

Last modified: September 18, 2000  
Contact: [Don Rhodes](mailto:Don.Rhodes@dot.state.wi.us), [donald.rhodes@dot.state.wi.us](mailto:donald.rhodes@dot.state.wi.us)  
Updates: Amanda Faessler  
E-mail Webmaster: [webmaster@dot.state.wi.us](mailto:webmaster@dot.state.wi.us)

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# New Marquette Interchange may save space downtown

## Engineers see possibility of eliminating two ramps

By LARRY SANDLER of the Journal Sentinel staff

Last Updated: Oct. 17, 2000

New options for rebuilding the Marquette Interchange could use less space, opening nearly two blocks of prime downtown real estate for development, a state Department of Transportation official says.

The reconstruction of the massive freeway interchange also could bring changes in the lineup of ramps that downtown workers and visitors use to get on and off I-94, I-43 and I-794, said Don Reinbold, director of the Transportation Department team studying how to rebuild the interchange.

Area residents will get a chance to review and comment on the options Thursday, at an informational meeting on the project. The meeting will be conducted in open-house style, from 11 a.m. to 8 p.m. at the War Memorial Center.

State engineers say the interchange is deteriorating and must be rebuilt within the next few years. The job is expected to last four or five years and could cost anywhere from \$550 million to \$950 million, depending on which reconstruction option is picked.

### Public Invited

An informational meeting will be held on the project from 11 a.m. to 8 p.m. Thursday at the War Memorial Center

#### RAMPING DOWN?

Engineers have found that it might be possible to eliminate two downtown ramps that take up a lot of space with their spiral design.

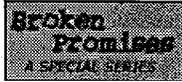
The on-ramp to westbound I-94 from N. 8th St., just south of W. Michigan St.

The off-ramp from eastbound I-794 at N. Plankinton Ave.

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As part of the study, Reinbold said, engineers have been looking at downtown freeway ramps, and they've found it might be possible to eliminate two that take up a lot of space with their spiral design: the on-ramp to westbound I-94 from N. 8th St., just south of W. Michigan St., and the off-ramp from eastbound I-794 at N. Plankinton Ave.

"We have an exit at 6th Street. Do you really need one at Plankinton?" Reinbold asked, noting the streets are just four blocks apart.

Also, the more drivers have to weave between lanes to reach exits, the greater the danger of a crash, Reinbold said. One of the state's major goals is to increase safety in the interchange, and many of the suggestions to move or close ramps are driven by an attempt to improve traffic patterns, he said.

City officials won't be briefed on the options until later this week, and an aide to Mayor John O. Norquist reacted cautiously to the prospect of gaining land by dropping freeway ramps. The city would want to hear from residents and businesses and analyze the costs and benefits of any changes to the freeway ramps, said Steve Jacquart, Norquist's policy chief.

"Some of it's going to be controversial" because different groups will have different opinions on how they will be affected by changes in freeway access, Reinbold acknowledged.

Other ramps that could be affected by various options include:

- The State St. on-ramp to southbound I-43 and westbound I-94, which could be limited to westbound I-94 access and paired with a new southbound I-43 on-ramp at Michigan Ave. Reinbold said that could eliminate dangerous weaving patterns that helped boost total crashes to 201 last year in just the seven-tenths of a mile of southbound I-43 from the State St. on-ramp to I-94.
- The 13th St. on- and off-ramps from eastbound I-94, which could be eliminated or replaced by a new 16th St. exit.
- The Broadway on-ramp to eastbound I-794, which could be replaced by a new on-ramp to the southbound Hoan Bridge at Van Buren St.
- The Milwaukee St. off-ramp from westbound I-794, which could be replaced by a new off-ramp from the northbound Hoan Bridge at Van Buren.

Surface streets could be affected, too. In an attempt to improve traffic patterns downtown, planners are looking at whether to turn St. Paul Ave. into a two-way street or build a street linking St. Paul to Lincoln Memorial Drive, Reinbold said.

Some of those ideas can be mixed and matched among various options, Reinbold said. But one major factor in reducing the size of the interchange would be eliminating the Aldrich Chemical Co. plant that now rises between the freeway bridges.

Aldrich would not stand in the way of interchange reconstruction - if the state comes up with enough money to cover the cost of moving the company's

downtown operations to its Teutonia Ave. plant, President Clint Lane said. The state is conducting an appraisal, Reinbold said.

"We have to be compensated," Lane said. "It has to be fair."

City officials, meanwhile, are pushing for less-dramatic changes. At the city's request, the state is studying an option that would scrap wholesale reconstruction for an approach that would replace smaller pieces of the interchange over a longer period, with no changes in the existing configuration.

Jacquart said that would save the state the trouble of coming up with the cash for full-scale reconstruction. State officials don't have the money now to rebuild the Marquette Interchange and aren't sure where to get it, Norquist said.

Reinbold and Jacquart disagreed on whether that option would be more or less trouble for motorists. Reinbold said it would cause more disruption, because some part of the interchange would be under construction at all times for about 13 years. Jacquart said it would be less disruptive than closing larger chunks of the interchange each year for four or five years.

More important, Reinbold said, "If we don't change anything, we won't make it safer."

Also under study are ways to integrate the Marquette Interchange with a shortened Park East Freeway. Plans are under way to raze the Park East from N. 4th St. or N. 6th St. to N. Jefferson St., to free land for development and remove a visual and physical barrier between downtown and the near north side.

Interchange planners have come up with a variety of options for dealing with the freeway spur, including adding on- and off-ramps at Walnut St., Reinbold said. That could reduce traffic at the exit from I-43 to the spur and increase access to the Schlitz Park development, he said.

Some opponents of razing the spur have suggested it should be kept intact until after Marquette Interchange work is done. That would make sense from a traffic engineering standpoint, but removing the spur before interchange reconstruction doesn't present any insurmountable obstacles, Reinbold said.

"In the real world, not everything would happen perfectly," Reinbold said. "You've really got to get consensus" for a transportation project, and that's often difficult, he added.

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# WisDOT Roads and Highways

## Marquette Interchange Study

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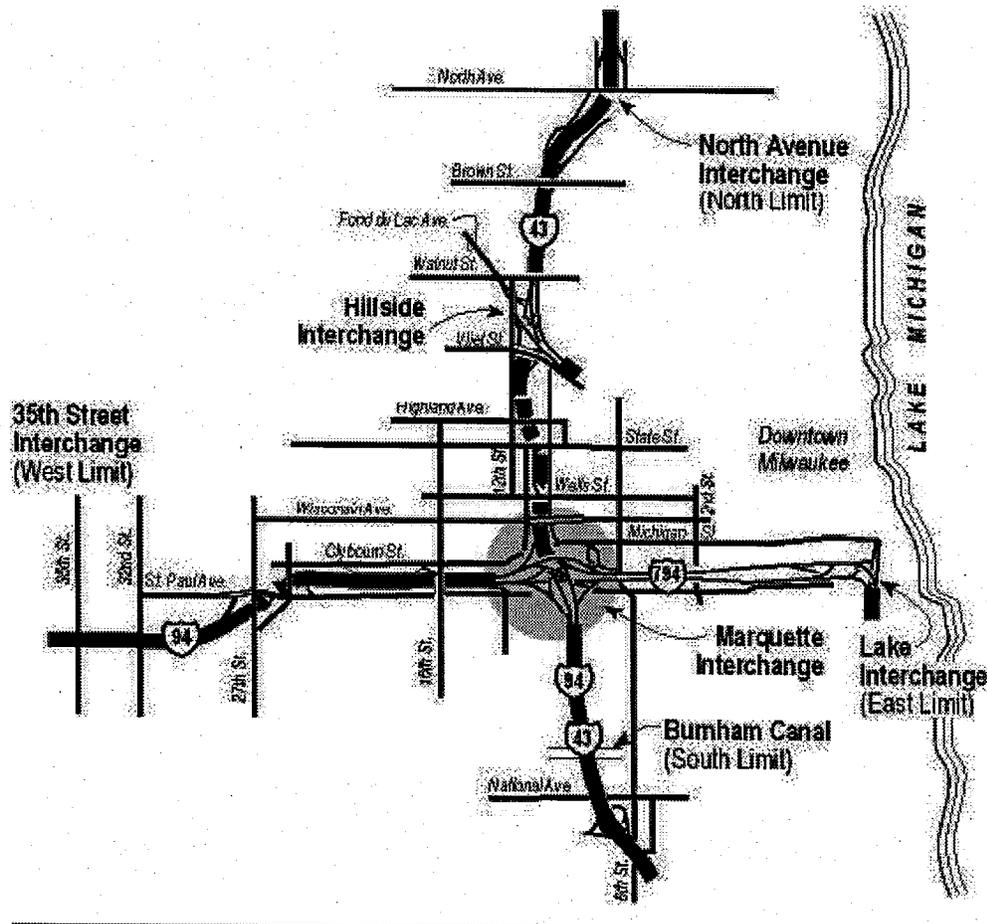
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[What's New](#)

## Study Area

The location of the interchange and the area to be studied includes:

- 35<sup>th</sup> Street on the west
- Lake Interchange (I-794) on the east
- North Avenue on the north
- Burnham Canal (near the south end of the High Rise bridge) on the south



Last modified: September 18, 2000  
 Contact: [Don Rhodes, donald.rhodes@dot.state.wi.us](mailto:Don.Rhodes_donald.rhodes@dot.state.wi.us)  
 Updates: [Amanda Faessler](mailto:Amanda.Faessler)  
 E-mail Webmaster: [webmaster@dot.state.wi.us](mailto:webmaster@dot.state.wi.us)

ARG: King

DOA:.....Etzler - Marquette interchange appropriation

FOR 2001-03 BUDGET — NOT READY FOR INTRODUCTION

Soon turned in 1/5/01  
A Note

DON'T  
GEN. CAT.

1 AN ACT ..., relating to: Marquette interchange reconstruction and making an  
2 appropriation.

*Analysis by the Legislative Reference Bureau*

**TRANSPORTATION**

**HIGHWAYS**

This bill creates a separate appropriation of state funds for the reconstruction of the Marquette interchange, lying at or near the junction of I 94, I 794, and I 43, in Milwaukee County.

For further information see the *state* fiscal estimate, which will be printed as an appendix to this bill.

*The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:*

3 SECTION 1. 20.395 (3) (dq) of the statutes is created to read:  
4 20.395 (3) (dq) *Marquette interchange reconstruction, state funds.* As a  
5 continuing appropriation, the amounts in the schedule for reconstruction of the  
6 Marquette interchange in Milwaukee County.

\*\*\*NOTE: This SECTION involves a change in an appropriation that must be reflected in the revised schedule in s. 20.005, stats.

1 SECTION 2. 84.013 (2) (b) of the statutes is amended to read:

2 84.013 (2) (b) Subject to s. 86.255, reconditioning, reconstruction and  
3 resurfacing of highways shall be funded from the appropriations under s. 20.395 (3)

4 (cq) to (cx) and, for purposes of reconstruction of the Marquette interchange, s. 20.395

5 (3) (dq).

6

bx  
plain space

(END)

D - Note

**DRAFTER'S NOTE  
FROM THE  
LEGISLATIVE REFERENCE BUREAU**

LRB-1817/1dn

ARG:.....

*mg*

Please review this draft carefully to ensure that it is consistent with your intent. Based on the materials available, it is unclear to me whether the Marquette Interchange project will ultimately constitute "reconstruction", "reconditioning", or a "major highway project" under s. 84.013(1). The characterization of the project will impact the source of the appropriation under s. 84.013(2), as well as the approval process and the placement of certain statutory language. If the project is planned or designed as a "reconstruction" project but ultimately proves to be a "major highway project," s. 84.013(6) addresses the transportation projects commission (TPC) approval process under s. 13.489 in these circumstances.

Because the statutes generally do not specify reconstruction projects, I have not provided specific authorization in s. 84.013 (3m) for DOT to proceed with reconstruction of the Marquette interchange. Do you want me to include specific statutory authorization for this project?

Aaron R. Gary  
Legislative Attorney  
Phone: (608) 261-6926  
E-mail: aaron.gary@legis.state.wi.us

**DRAFTER'S NOTE**  
**FROM THE**  
**LEGISLATIVE REFERENCE BUREAU**

LRB-1817/1dn  
ARG:kmg:jf

January 6, 2001

Please review this draft carefully to ensure that it is consistent with your intent. Based on the materials available, it is unclear to me whether the Marquette Interchange project will ultimately constitute "reconstruction," "reconditioning," or a "major highway project" under s. 84.013 (1). The characterization of the project will impact the source of the appropriation under s. 84.013 (2), as well as the approval process and the placement of certain statutory language. If the project is planned or designed as a "reconstruction" project but ultimately proves to be a "major highway project," s. 84.013 (6) addresses the transportation projects commission (TPC) approval process under s. 13.489 in these circumstances.

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Legislative Attorney  
Phone: (608) 261-6926  
E-mail: aaron.gary@legis.state.wi.us



State of Wisconsin  
2001 - 2002 LEGISLATURE

LRB-1817/2

ARG:kmg:jf

(RMK)

DOA:.....Etzler - Marquette interchange appropriation

FOR 2001-03 BUDGET - NOT READY FOR INTRODUCTION

soon  
D-Note  
turned in 1/9/01

1 AN ACT <sup>DON'T GEN. CAT.</sup> relating to: Marquette interchange reconstruction and making  
2 appropriation

Analysis by the Legislative Reference Bureau

TRANSPORTATION

HIGHWAYS

(in the segregated transportation fund)

This bill creates ~~a separate~~ appropriation ~~of state funds~~ for the reconstruction of the Marquette interchange, lying at or near the junction of I 94, I 794, and I 13, in Milwaukee County.

(B) and local

For further information see the ~~state~~ fiscal estimate, which will be printed as an appendix to this bill.

See component

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

3 SECTION 1. 20.395 (3) (dq) of the statutes is created to read:  
4 20.395 (3) (dq) Marquette interchange reconstruction, state funds. As a  
5 continuing appropriation, the amounts in the schedule for reconstruction of the  
6 Marquette interchange in Milwaukee County.

Insert A

\*\*\*NOTE: This SECTION involves a change in an appropriation that must be reflected in the revised schedule in s. 20.005, stats.

1 SECTION 2. 84.013 (2) (b) of the statutes is amended to read:

2 84.013 (2) (b) Subject to s. 86.255, reconditioning, reconstruction and  
3 resurfacing of highways shall be funded from the appropriations under s. 20.395 (3)

4 (cq) to (cx) and, for <sup>the</sup> purposes of reconstruction of the Marquette interchange, s. 20.395

5 (3) (dq) <sup>to (dx)</sup>

6 (END)

D - Note

<  
<

2001-2002 DRAFTING INSERT  
FROM THE  
LEGISLATIVE REFERENCE BUREAU

LRB 1817/2ins  
ARG:.....

**SECTION 1.** 20.395 (3) (dv) of the statutes is created to read:

20.395 (3) (dv) *Marquette interchange reconstruction, local funds.* All moneys received from any local unit of government or other source for the reconstruction of the Marquette interchange in Milwaukee County, for such purpose.

\*\*\*\*NOTE: This SECTION involves a change in an appropriation that must be reflected in the revised schedule in s. 20.005, stats.

**SECTION 2.** 20.395 (3) (dx) of the statutes is created to read:

20.395 (3) (dx) *Marquette interchange reconstruction, federal funds.* All moneys received from the federal government for the reconstruction of the Marquette interchange in Milwaukee County, for such purpose.

\*\*\*\*NOTE: This SECTION involves a change in an appropriation that must be reflected in the revised schedule in s. 20.005, stats.

Insert #1  
AR

**DRAFTER'S NOTE  
FROM THE  
LEGISLATIVE REFERENCE BUREAU**

LRB 1817/2dn

ARG:jj...

*kmj*

This draft is identical to LRB-1817/1, except for the following:

1. Local and federal appropriations have been added. See proposed s. 20.395 (3) (dv) and (dx).
2. A cross-reference to these new provisions has been added to the amendment of s. 84.013 (2) (b), stats.

*J* As discussed, we are preparing a separate bill that will tie the registration fee increase to the Marquette interchange reconstruction appropriation.

Aaron R. Gary  
Legislative Attorney  
Phone: (608) 261-6926  
E-mail: aaron.gary@legis.state.wi.us

**DRAFTER'S NOTE  
FROM THE  
LEGISLATIVE REFERENCE BUREAU**

LRB-1817/2dn  
ARG:kmg:km

January 10, 2001

This draft is identical to LRB-1817/1, except for the following:

1. Local and federal appropriations have been added. See proposed s. 20.395 (3) (dv) and (dx).
2. A cross-reference to these new provisions has been added to the amendment of s. 84.013 (2) (b), stats.

As discussed, we are preparing a separate bill that will tie the registration fee increase to the Marquette interchange reconstruction appropriation.

Aaron R. Gary  
Legislative Attorney  
Phone: (608) 261-6926  
E-mail: aaron.gary@legis.state.wi.us

## Fast, Timothy

---

**From:** Etzler, John  
**Sent:** Wednesday, January 31, 2001 3:13 PM  
**To:** Gary, Aaron; Fast, Timothy  
**Subject:** Marquette Appropriations

**Importance:** High

In LRB-1817/2 and LRB-2228/1 we establish separate appropriations for the Marquette Interchange. Can the alphas for these appropriations be changed as follows?

LRB-1872/2, Section 1. 20.395 (3)(**cr**)  
LRB-1872/2, Section 2. 20.395 (3)(**cw**)  
LRB-1872/2, Section 3. 20.395 (3)(**cy**) - *Note: this change would also affect LRB 1965/3 Section 1.*  
LRB-2228/1, Section 1. 20.395 (3)(**cs**)

This is a technical change that will allow us to keep these new appropriations within the same subprogram as the STH Rehabilitation program. If you have any questions or concerns, please let me know. Thanks.

**John M. Etzler**  
Executive Budget and Policy Analyst  
Department of Administration  
608-266-1039  
John.etzler@doa.state.wi.us

D-NOTE

2001 - 2002 LEGISLATURE

3 (Redraft  
LRB-1817/8 maker has  
ARG:kmg:km been run)  
TNF

WANTED SOON  
turned in 2/1/01

DOA:.....Etzler - Marquette interchange appropriation

FOR 2001-03 BUDGET - NOT READY FOR INTRODUCTION

1 AN ACT <sup>DON'T GEN. CAT.</sup> relating to: Marquette interchange reconstruction and making  
2 appropriations.

*Analysis by the Legislative Reference Bureau*

TRANSPORTATION

HIGHWAYS

This bill creates appropriations in the segregated transportation fund for the reconstruction of the Marquette interchange, lying at or near the junction of I 94, I 794, and I 43, in Milwaukee County.

For further information see the *state and local* fiscal estimate, which will be printed as an appendix to this bill.

*The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:*

③ (cr) SECTION 1. 20.395 (3) ~~(3)~~ (cr) of the statutes is created to read:  
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6 Marquette interchange in Milwaukee County.

\*\*\*NOTE: This SECTION involves a change in an appropriation that must be reflected in the revised schedule in s. 20.005, stats. (cw)

① (cw) SECTION 2. 20.395 (3) ~~(a)~~ of the statutes is created to read:

② 20.395 (3) ~~(a)~~ Marquette interchange reconstruction, local funds. All moneys received from any local unit of government or other source for the reconstruction of the Marquette interchange in Milwaukee County, for such purpose.

\*\*\*NOTE: This SECTION involves a change in an appropriation that must be reflected in the revised schedule in s. 20.005, stats. (cy)

⑤ (cy) SECTION 3. 20.395 (3) ~~(a)~~ of the statutes is created to read:

⑥ 20.395 (3) ~~(a)~~ Marquette interchange reconstruction, federal funds. All moneys received from the federal government for the reconstruction of the Marquette interchange in Milwaukee County, for such purpose.

(cv), and

\*\*\*NOTE: This SECTION involves a change in an appropriation that must be reflected in the revised schedule in s. 20.005, stats.

9 SECTION 4. 84.013 (2) (b) of the statutes is amended to read:

10 84.013 (2) (b) Subject to s. 86.255, reconditioning, reconstruction and resurfacing of highways shall be funded from the appropriations under s. 20.395 (3)

12 (cq) ~~to~~ (cx) and, for the purpose of reconstruction of the Marquette interchange, s.

13 20.395 (3) ~~(a) to (cx)~~

14

(END)

D-NOTE

(cr), (cw), and (cy)

LRB-1817/3dn

TNF: kmq

DRAFTER'S NOTE

ATTN: John Etzler

This draft is identical to LRB-1817/2, except that it changes proposed s. 20.395(3)(dg), (dv), and (dx) to s. 20.395(3)(cr), (cw), and (cy).

TNF

**DRAFTER'S NOTE  
FROM THE  
LEGISLATIVE REFERENCE BUREAU**

LRB-1817/3dn  
TNF:kmg:pg

February 1, 2001

ATTN: John Etzler

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State of Wisconsin  
2001 - 2002 LEGISLATURE

LRB-1817/3  
ARG&TNF:kmg:pg

DOA:.....Etzler – Marquette interchange appropriation

FOR 2001-03 BUDGET — NOT READY FOR INTRODUCTION

1 AN ACT ...; relating to: Marquette interchange reconstruction and making  
2 appropriations.

---

*Analysis by the Legislative Reference Bureau*

**TRANSPORTATION**

**HIGHWAYS**

This bill creates appropriations in the segregated transportation fund for the reconstruction of the Marquette interchange, lying at or near the junction of I 94, I 794, and I 43, in Milwaukee County.

For further information see the *state and local* fiscal estimate, which will be printed as an appendix to this bill.

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*The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:*

3 SECTION 1. 20.395 (3) (cr) of the statutes is created to read:

4 20.395 (3) (cr) *Marquette interchange reconstruction, state funds.* As a  
5 continuing appropriation, the amounts in the schedule for reconstruction of the  
6 Marquette interchange in Milwaukee County.



RMR + jkd

DOA:.....Etzler - Marquette interchange appropriation

FOR 2001-03 BUDGET — NOT READY FOR INTRODUCTION

soon  
D-Note

do not gen

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13 interchange, s. 20.395 (3) (cr), (cw), and (cy).

14 (END)

D - Note

**DRAFTER'S NOTE**  
**FROM THE**  
**LEGISLATIVE REFERENCE BUREAU**

LRB-1817/4dn

ARG:.....

Jld

This draft reconciles LRB-1817/3 and LRB-1965/6 by deleting the creation of s. 20.395 (3) (cy) and the amendment of s. 84.013 (2) (b). Both LRB-1817 and LRB-1965 will continue to appear in the compiled bill.

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**DRAFTER'S NOTE**  
**FROM THE**  
**LEGISLATIVE REFERENCE BUREAU**

LRB-1817/4dn  
ARG:jld:rs

February 7, 2001

This draft reconciles LRB-1817/3 and LRB-1965/6 by deleting the creation of s. 20.395 (3) (cy) and the amendment of s. 84.013 (2) (b). Both LRB-1817 and LRB-1965 will continue to appear in the compiled bill.

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State of Wisconsin  
2001 - 2002 LEGISLATURE

LRB-1817/4  
ARG&TNF:kmg:rs

DOA:.....Etzler - Marquette interchange appropriation

FOR 2001-03 BUDGET — NOT READY FOR INTRODUCTION

1 AN ACT ...; relating to: Marquette interchange reconstruction and making  
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